GOVERNMENT OF INDIA
SHIPPING
LOK SABHA

UNSTARRED QUESTION NO:3152
ANSWERED ON:13.08.2003
CONTAINER TERMINALS AT MUMBAI
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Will the Minister of SHIPPING be pleased to state:

(a) whether there are two container terminals at Mumbai, one being run by JNPT and another by privately owned P&O Management;

(b) whether the JNPT propose to offer a new container terminal to private operators and has called for bids;

(c) if so, whether the P&O Management has been disqualified by JNPT for bidding for the new terminal;

(d) whether the P&O terminal at Mumbai is considered as most efficient and economically operative by the shipping industry; and

(e) if so, the reasons for their disqualification by JNPT?

Answer

MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI)

(a) There are, at present, two container terminals at Jawaharlal Nehru Port, Navi Mumbai. One container terminal is managed and operated by the Jawaharlal Nehru Port Trust (JNPT) itself and the other one is managed and operated by a private company, namely, Nhava Sheva International Container Terminal Private Limited (NSICT) controlled by P&O Australia Ports Pty Limited on Build Operate and Transfer (BOT) basis under a License Agreement with the JNPT.

(b) It has been decided to redevelop the existing Bulk Terminal at Jawaharlal Nehru Port as a Container Terminal on BOT basis. Out of 12 parties who submitted their applications in response to the 'Request for Qualification' notice issued by JNPT for this project, the Port Trust has short-listed 10 parties for participation in the bids and invited proposals from them.

(c) to (e) The existing private Container Terminal Operator at Jawaharlal Nehru Port i.e. Nhava Sheva International Container Terminal Private Limited, its parent company and any other company belonging to its group have been excluded from the bidding process for the project mentioned at (b) above in the interest of promoting intra-port competition and preventing private monopoly/concentration of power in a single private party.

In the absence of authentic, reliable and verifiable common parameters which could form the basis for measurement of comparative efficiency and operational economy, any comparison, in absolute terms, between different terminals will not be tenable.